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DPD-4248-59

22 June 1959

**MEMORANDUM FOR THE RECORD**

**SUBJECT: J-75 Engine Project**

1. A meeting was held on 11 June 1959 in the Office of the Acting Chief, DPD-DD/P to discuss items indicated on the agenda appended as Enclosure 1. Personnel present were:

Colonel William Burke  
Mr. C.L. Johnson

Colonel Leo P. Geary

Mr. Gene Kiefer

2. At this meeting it was agreed that sixty hours would be established as the "Hot Section Inspection Period" for the J-75 engine. Additionally, it was decided that a total of four-hundred J-75 hours would be obtained prior to transfer of this type equipment to the field. A target date of 15 August 1959 was established for transferring the first J-75 equipped U-2 to Detachment "B".

3. A Lockheed team will move to Detachment "B" at the time of transfer of the first J-75 equipped aircraft. This team will be composed of one test pilot and a maintenance crew. The objectives of this team will be to:

- A. Check out Detachment "B" pilots on the new equipment.
- B. Train Detachment "B" maintenance on the new equipment.
- C. Accomplish comparative flights with J-57 and J-75 equipped aircraft to acquaint local personnel with the increased performance of the J-75 engine.
- D. Perform tests on locally assigned J-57 equipped U-2's to attempt to find out what is causing the present degradation in flight profiles.

**NOTE:** All U-2's being transferred between project installations will be utilizing necessary staging points.

25 YEAR RE-REVIEW

**SECRET**

4. Mr. Johnson stated that the Power Control Setting was sufficiently critical on this "monster" to make placarding desirable if not essential. IAC will accomplish this.

25X1 5. The second aircraft, 358, was to be flown on 15 June and after initial shake-down, Project assigned pilots would be utilized for subsequent flights for the purpose of check-out and training. It was anticipated that pilots present for duty at [ ] could fly up to eighty hours a month, in order that we can get the four-hundred hours of J-75 experience ASAP. Also, all CHALICE pilots at [ ] will be checked out on #358. [ ] will attempt to schedule his pilots so that the two (2) pilots who will eventually be transferred (PCS) to Detachment "B" will have the most possible experience in the J-75 equipped U-2.

25X1 6. U-2 #360 will be kept at [ ] and utilized as the test-bed for future J-75 engine tests and other tests that will be necessary in the future.

25X1 7. It was decided that the re-equipping and training of [ ] would be handled in the same manner as that planned for Detachment "B" and that all training for the Detachments would be accomplished at the overseas bases by Lockheed personnel.

25X1 8. In order to provide required back-up and still possess an over-flight capability, it was the consensus of opinion of personnel present that a firm requirement exists for a minimum of six (6) J-75 equipped articles. This would provide for two each at the operational sites and two at the test facility. The second aircraft at [ ] would be utilized as a filler for any one of the four at the overseas detachments in case of an unforeseen mission, an accident or during IRAN. It was considered advisable to plan in this direction at this particular time by virtue of the fact that should a fifth aircraft be approved, it would be advisable to cut parts for the sixth one at the same time from the standpoint of saving money and time. Mr. Johnson was requested to furnish an estimate for modification of two more aircraft for a total of six. In order to support six aircraft, the engine requirement was placed at twelve. This was predicated on CHALICE experience. Present indications are that this engine is as reliable as the J-57 was at its inception into our inventory. The distance between locations of our sites precludes central stock piling of our engine assets. Coupled with this, pipe line and flow time on engine overhaul were major considerations in reaching this conclusion. P&W must be contacted and the importance of minimizing flow time during engine overhaul must be emphasized as it was for the J-57. It is anticipated that these twelve engines will be initially distributed to provide for two each installed and one spare at each detachment with three in depot stocks to be utilized when and where required.

9. The decision was reached to begin testing of JP150 fuel (Project designated JP2) in conjunction with the J-75 engine.

25X1 10. A brief discussion was held on the merits and deficiencies of C-130 aircraft. Extremely broad requirements were mentioned and Mr. Johnson volunteered to furnish any literature which we might require.

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Deputy Chief, Materiel Branch